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Sun, Feb 23, 2014 at 9:13 AM

### Mayor Eric Garcetti:

#### **Mayor's office hosts deferred action workshop for eligible immigrants**

<http://www.dailynews.com/social-affairs/20140222/mayors-office-hosts-deferred-action-workshop-for-eligible-immigrants>

#### **Southern California tourism a bright spot in economy**

<http://www.dailynews.com/business/20140222/southern-california-tourism-a-bright-spot-in-economy>

<http://www.sbsun.com/business/20140222/southern-california-tourism-a-bright-spot-in-economy>

#### **Los Angeles Airport receives a major facelift with cutting edge in terminal technology**

<http://centreforaviation.com/analysis/los-angeles-airport-receives-a-major-facelift-with-cutting-edge-in-terminal-technology-154039>

#### **Endless fundraising benefits Valley candidates in many ways**

<http://www.fresnobee.com/2014/02/22/3786767/endless-fundraising-benefits-candidates.html>

#### **Oil and natural gas production rising in United States**

<http://www.sgvtribune.com/business/20140222/oil-natural-gas-production-rising-in-the-united-states>

#### **Why California's Potential Cell Phone Kill Switch Law Is Pointless**

<http://www.fool.com/investing/general/2014/02/22/why-californias-potential-cell-phone-kill-switch-l.aspx>

### **Daily News**

#### **Mayor's office hosst deferred action workshop for eligible immigrants**

By Kelly Goff

Twenty-year-old Kevin Jurupe was one of about 150 immigrants brought to the United States as children who turned out Saturday for a workshop at Van Nuys City Hall, armed with a 3-inch thick file of paperwork he hoped would be enough to prove he's eligible to apply for the Deferred Action for Childhood Arrivals program.

Jurupe, who came from Peru to live in the San Fernando Valley with his aunt when he was 10 years old, said the program, would give him a chance to move forward with his life in the United States.

"You want to make all this work in school worth it," said the Mission College psychology major, who is thinking about transferring to a Cal State University school if he is eligible for the program. "This would help me finish my education, be able to get a job, even be able to get a license so I can drive."

The Deferred Action for Childhood Arrivals, or DACA, is an order signed by President Barack Obama that allows for prosecutorial discretion in deporting eligible illegal immigrants who were brought to the U.S. as children. Eligible applicants must have been under the age of 31 when the order was signed in June 2012, must have been brought to the U.S. before they were 16 years old, not have committed a serious crime and either be in school or have achieved a high school diploma or GED. In California, approved applicants are eligible to obtain a driver's license.

The workshop was sponsored by Mayor Eric Garcetti's Office of Immigrant Affairs — the second of four planned clinics that bring together legal advice, programs for funding assistance with application fees and volunteers who can help with frequently asked questions. The goal, officials said, is to encourage those who are eligible to apply for the program.

Linda Lopez, chief of the newly created Office of Immigrant Affairs, said it benefits both the immigrants who are eligible and the city as a whole.

"Number one, this benefits them because there's a path to work permits, to educational opportunities and to scholarships and financial aid," she said. "This benefits Angelenos by showing them that the city cares about this community."

Anabel Sanchez, an immigration counselor with Catholic Charities of Los Angeles, was on hand Saturday to help applicants navigate the mountain of paperwork required to process a DACA application, and answer tricky questions, such as proving residency.

"It's been going well," she said. "In my office, the success rate has been high, I'd say almost 99 percent are approved. It's a matter of making sure you have everything in order, and that's what we're here for."

### **Daily News & Daily Breeze**

#### **Southern California tourism a bright spot in economy**

By Gregory Wilcox

Tourism was a shining star of the Southern California economy in 2013, turning in a record-breaking performance. Now the powerful sector that generates billions annually across the five-county region (Ventura, Los Angeles, San Bernardino, Riverside and Orange) is poised for an encore this year.

"I think we're going to see continued demand from tourists this year and next," said Tom Mullen, LA Tourism's senior vice president for strategic alliances. "The overall economy is improving, people are traveling again and that is growing





and we're getting the lion's share of that growth."

Los Angeles hosted a record 42.2 million visitors last year. And records toppled across a variety of categories last year, including 6.2 million international visitors and the highest annual hotel occupancy rate of 76.8 percent, the agency said.

And tourism definitely has a big "ca-ching," factor.

The agency says the sector is among the "largest and healthiest contributors to the Los Angeles area economy" and brought in \$16.5 billion in direct spending during 2012, creating an economic benefit of \$30.5 billion, according to the most recent figures available. Tourism also directly supported 324,000 jobs in the region and generated \$179 million in transient-occupancy taxes for the city of Los Angeles in fiscal year 2012-2013, a 10.7 percent increase over the prior year. Tourism also generated \$2.1 billion in total local and state tax revenue.

The numbers should be even bigger when 2013 is analyzed later this year, Mullen said.

And more growth is coming because the convention schedule this year is bigger than in 2013.

This year there will be 29 conventions, up from 22 in 2013. Also, more conventioners will be visiting the city and staying longer, boosting average room rates and hotel night stays.

The bump up in convention business will generate an estimated \$100 million in economic impact, the agency said.

"We've got more sales people looking for more (convention) leads out there plus Los Angeles is now on the map. A lot of the big conventions rotate around the country, they go in cycles, and we happen to be on the radar screen now with all the things happening downtown."

The happenings include 10 hotels under construction with 2,135 rooms, set for completion before the end of the year. And 25 hotels are in various stages of planning across the Los Angeles region, which will bring 4,970 new hotel rooms by 2017, officials said.

Among the big ones are the Wilshire Grand, a 900-room, 73-story tower developed by Korean Air at Wilshire Boulevard and 6th Street expected to be complete in 2017. The \$1 billion mixed-use project will be 1,100 feet tall, the highest building on the West Coast. It will feature retail and dining spaces, 400,000 square feet of office space, and a 73rd floor "sky lobby." It will be within walking distance of the convention center.

Last weekend the Grand Pour went off without a hitch as crews laid 21,100 cubic yards of concrete weighing about 84 million pounds for the hotel's foundation.

Naturally, city officials are pleased with the way things are working out.

"The continuing, record-breaking growth and strength of tourism in Los Angeles is a shining light for our economy, creating good-paying jobs for our families, benefiting local businesses, and generating significant revenue for the city that goes toward the important public services our city needs," Mayor Eric Garcetti said in a statement when the numbers came out earlier this month.

Bruce Baltin, senior vice president at PFK Consulting USA's office in Los Angeles, is not sure how much better the sector can get.

"It is pretty stabilized at this point. Occupancy is at a peak so I'm not sure where it's going to go, but the rate will grow somewhat," he said. "Occupancy is a function of supply and demand — and demand is growing, albeit modestly."

New destinations to satisfy some of that demand this year include a Tall Ships LA Festival in August at the Port of Los Angeles. It features 200 huge tall-masted sailing ships from around the world. The Italian American Museum of Los Angeles downtown is opening, as is the Museum of Neon Art in Glendale.

Money is also being spent to upgrade always-popular destinations.

For example, NBCUniversal is spending \$1.6 billion in a massive redevelopment of its studio and theme park property in Universal City.

"On the theme park side, we have quite a bit of that investment over the next three years," said Xiomara Wiley, senior vice president of marketing and sales for Universal Studios Hollywood. "We've got a great corporate partner who is really interested in the industry."

The work includes a "Harry Potter" attraction under construction now and another major attraction that will be announced later this year, she said.

The park is also getting ready to debut "Despicable Me Minion Mayhem," a new 3-D motion simulator thrill ride based on the hit animated movie "Despicable Me."

The park does not release attendance figures, but Wiley said records were set in the last two years.

"We're expecting another one this year and every year thereafter at least for the near future," she said.

Six Flags Magic Mountain, which bills itself as "Thrill Capital of the World," is also expanding but this time going small with a pint-sized roller coaster. Speedy Gonzales Hot Rod Racers will anchor the revitalized Bugs Bunny World, becoming the fourth roller coaster in the children's area, more than any other U.S. theme park.

It features miniature hot rod race cars in which kids get to experience an adventure on a roadster-themed racetrack. It is scheduled to open this summer.

"We are excited to introduce Speedy Gonzales Hot Rod Racers to our coaster collection at Six Flags Magic Mountain," Bonnie Rabjohn, Six Flags Magic Mountain and Hurricane Harbor park president, said in a written statement. "This time it's a fun adventure for our littlest guests."

## **Centre For Aviation**

### **Los Angeles Airport receives a major facelift with cutting edge in terminal technology**

As a recent CAPA report on global airport construction indicated, there is a great deal of construction work in progress at the US' major gateways and hub airports - even if there is very scarce construction of green field facilities nationally.





Los Angeles World Airports is one of the leaders, with LAX's durable Tom Bradley terminal receiving the lion's share of the investment, as the airport strives to remain competitive with other Global Cities.

The upgrade timing is appropriate; of the world's top ten airports, LAX's 2013 passenger growth, at 4.7%, was second only to Dubai International.

One of the largest overall schemes in the US, valued at up to USD12 billion in recently completed, actual and so far unrealised projects, is being undertaken by Los Angeles World Airports (LAWA) at its flagship Los Angeles International Airport (LAX), while the estimated cost of projects to be implemented over the next three years (to 2016) is approximately USD2.4 billion.

The principal development there is of the New Tom Bradley International Terminal (NTBIT).

Scheduled to open in phases, commencing 2013. Construction Dates: Great Hall: 2013. New west side boarding gates 2013. New eastside boarding gates 2014. The biggest public works project in L.A. City history. Funded from LAX's operating revenues, capital improvement program funds, fees from airlines, passenger facility charges, and airport revenue bond proceeds.

In Apr-2013, Delta Air Lines announced it had partnered with the City of Los Angeles and LAWA to overhaul terminal 5 at LAX. Delta has invested USD12 million for check-in and lounge improvements, with USD25 million provided by the USTSA. LAWA will finance the remaining amount through commercial paper/long-term debt, cash on hand and passenger facility charges collections.

The new facility provides a secure connection between the international terminal and terminals four, five, six, seven and eight on the south side of the LAX's central terminal area. This project is the latest component of the LAX capital improvement programme. Funding for the project includes a combination of airport revenue bonds, passenger facility charges, and funds on hand.

Demolition and relocation of the North Runway/Ground transportation facility/consolidated car rental centre/automated people mover

In Apr-2013 Los Angeles International Airport announced the Los Angeles City Council approved the USD4.1 billion proposal to expand and modernise the airport, and which includes the demolition of the north runway and rebuilding it 260ft to the north. The project will enable the landing of B787 and other wide body a/c in addition to easing congestion and increasing safety. At the same time Los Angeles City Council also approved plans to build a ground transportation facility, construct a consolidated car rental centre and introduce an automated people mover to shuttle passengers around the airport. Approved in Jun-2013 but the runway relocation faced strong local opposition from airport neighbours, who threatened to litigate. A light-rail system or a separate people-mover system to circulate inside LAX, is intended to improve passenger movement. A decision on the route and the type of system to be built is expected late in 2014; if extra funding can be secured and environmental reviews finished quickly, the light-rail extension could open as soon as 2020. With an estimated cost of USD1 billion, the Metropolitan Transit Authority hinted it will invest the majority if the airport opts out for the people mover option.

In Feb-2014, LAX stated a proposal to construct a car rental facility shared by multiple companies will be reconsidered again in the next three years under the LAX Board of Airport Commissioners (BAC) plan to improve transportation services. A study calls for the facility to be built in Manchester Square. The report should be completed by the end of 2014. LAX reportedly has more than USD160 million in available funds for the facility.

In Sep-2013 United Airlines was reported to be looking to renovate its three terminals at LAX. In a report filed with LAWA Board of Airport Commissioners, the carrier called for a project to improve security screening checkpoints, install a new baggage sorting system, renovate waiting areas, replace aerobridges and construct new lounges. LAWA would be liable for the bulk of the USD400 million cost, with the carrier to finance any carrier-specific additions such as branding.

In Jan-2014, LAWA Board of Airport Commissioners awarded a USD118 million contract for the construction of the LAX Central Terminal Area Curbside Appeal Project. Construction is expected to begin in spring 2014 and complete in 2015. The renovation/modernisation of Terminal 6 increased lobby space, replaced traditional ticketing counters with customer-friendly islands of check-in kiosks, bag-check stations, and a behind-the-scenes, in-line baggage-handling system. Additional security screening checkpoints were also added to facilitate quicker screening. Other elements include better access to the US Customs and Border Protection

inspection facility for arriving international passengers, aircraft maintenance facilities and offices.

Additionally, there are other major projects in planning or under construction that are in support of the development program. These include a new Central Utility Plant, new taxiways and taxi lanes, and major renovations and infrastructure upgrades in all of the other terminals.

The terminal, like its predecessor, the original Tom Bradley International Terminal, which opened in 1984 for the Olympic Games in Los Angeles, is named after the first African-American Mayor of the city and located at the western end of the passenger terminal area.

Tom Bradley Terminal was intended to help ensure Los Angeles remained competitive with 'global cities'

The original terminal was subsequently modernised – at least in a cosmetic manner - but in 2008 the then Mayor, Antonio Villaraigosa (who remained in post until Jul-2013 just before NTBIT was inaugurated) unveiled the designs for the airport's Bradley West and Midfield Concourse projects together with architects Fentress and HNTB, which were tasked with developing a concept to modernise LAX as a whole, to improve passenger experience and to ensure Los Angeles remained competitive with other Global Cities. (In Loughborough University's (UK) standard work on Global Cities, of which there are 296 identified, Los Angeles rates as an Alpha City, along with the likes of Chicago, Toronto, Madrid and Kuala Lumpur [13 in all]. There are two grades above Alpha: Alpha+ [eight cities] and Alpha++ [New York and London]).

Despite the fact the city, county and surrounding metropolitan region is universally known for being a major centre for the





entertainment industries and tourism (and somewhat less so for equally important aeronautical industries) there were good reasons for ensuring it remained globally competitive.

At that time the state of California as well as Los Angeles city and county was facing a critical budget crisis that lasted through to 2012. Committing public funds to major airport projects rather than social issues required steely political nerve.

LAX challenges SFO for Pacific Rim dominance

Equally significant at that time though was the dramatic rise in importance of San Francisco International Airport as a gateway/hub for the Pacific Rim in a direct challenge to LAX.

Construction work on the Bradley West project began in Feb-2010. The terminal's two existing concourses were demolished and replaced with 18-gate facilities, nine of which are capable of accommodating the A380 as well as the B747-8 although the latter is still better known as a cargo aircraft even though 38 747-8i passenger variants are in use by four airlines that could fly them to LAX: Lufthansa; Korean Air; Air China and Transaero. (Other preparations for the A380 included the relocation of a runway in 2007).

The ability to handle this aircraft, despite the fact that it has so far failed to achieve sales targets and is only operated by 10 airlines to less than 40 cities is another example of forward thinking by LAWA because few US airports initially made preparations for the European behemoth; preparations that encompass height, breadth, air bridge functionality, loading/unloading, supply and pavement/apron strength issues amongst many others.

The A380 is the global city/hub airport-serving aircraft par excellence. That it is absent from an airport's schedules suggests the airport does not have any significant hub status at the highest level; a dangerous omission even if the airport does not primarily aspire to be a hub.

LAX's reward is the ability to handle actual or putative A380 flights by foreign airlines at the NTBIT (there are no US A380 passenger version operators) by the following operators of that aircraft. (All airlines listed currently have the A380 and operate at LAX, and specifically at the NTBIT. Those known to use the A380 at LAX are in *italics*):

In this sense LAX is in a very competitive environment. San Francisco International Airport is also equipped for the A380 and handles regular flights that deploy it by Lufthansa, Air France and SIA (all mainly seasonally).

Flight operations in the South Concourse of the NTBIT commenced on 18-Sep-2013, with the start of operations marking completion of Phase I of the New TBIT Project, which is to open in phases.

Los Angeles' largest public works project ever

The NTBIT is the largest public works project in the history of the City of Los Angeles and responsible for almost 4,000 construction-related jobs during its five-year schedule and nearly 2,000 permanent concession jobs with the start of operations.

There are 18 new boarding gates, all of which can accommodate Group 6 aircraft such as the A380 and B747-8 Intercontinental, with triple (for A380s) and dual passenger-loading bridges for faster boarding and deplaning. Arriving international passengers also began processing through an expanded and upgraded US Customs and Border Protection federal inspection area. Roomier boarding gate/waiting areas have been constructed with half of the seats integrated with electrical outlets for charging personal electronic devices. The fully modernised facility will be able to accommodate 4,500 passengers per hour, up from the previous 2,800 passengers.

The project adds nearly 1.2 million square feet to double the size of the existing terminal. Phase 2 of the project, now under way, includes: demolition of the existing terminal's east side gates; new boarding bridges and aircraft aprons on the east side of the new terminal; upgraded federal customs and immigration inspection areas; relocation of and upgrade to the federal passenger security screening area; public art installations; and secured corridors between Terminal 3, TBIT and Terminal 4 so connecting passengers can conveniently go from one terminal to the next (see also table above).

Hollywood lands at LAX with IEMS

Passengers will also experience, for the first time, a significant feature of the New TBIT, what is claimed to be one of the most advanced multimedia Integrated Environmental Media Systems (IEMS) at a North American airport. Designed to create an "unprecedented" passenger experience and additional non-aeronautical revenue source for LAX, the revenue-generating platform is considered to be the first sponsorship programme at a US airport. The IEMS includes seven very large media features built within the new terminal's interior architecture.

Comprising over 12,000 square feet of light-emitting-diode (LED) tiles, hundreds of liquid-crystal-display (LCD) screens, a dedicated control and content management network system, and some 60 ultra-high-resolution multimedia productions; and totalling more than four hours of original content.

One of the features, the 72-foot-tall Time Tower, is considered the world's largest with an interactive base that triggers content across 5,480 square feet of LED surfaces. The IEMS has a total output of more than 105 million pixels (eight times an IMAX theatre) which is 19,075 square feet of video – and has 88 high-definition (HD) video playback channels, enough to run all the media screens in New York City's Times Square district.

It should perhaps not be considered surprising that 'first mover' implementation of this type of technology should be at the principal international airport serving Hollywood and, for that matter, the original Disneyland in Anaheim. Essentially IEMS is a more imaginative and contemporary version of some of the large-scale non-aeronautical revenue generators that have been trialled in the past at airports such as Calgary (Coca Cola 'Kidscape') and Cape Town ('Thunder City'). Indeed LAX has a history of imaginative non-aero ventures, such as the conversion in the late 1990s of a landmark central building (The Theme Building) into an upmarket restaurant (The Encounter Restaurant) and targeted at Angelinos rather than passengers.

The IEMS in the 150,000-square-foot Antonio Villaraigosa Pavilion (Great Hall) consists of the Welcome Wall, the Bon





Voyage Wall, the four-sided Time Tower, the Destination Board and Story Board and two portals that usher travellers to their gates. Each media feature serves a specific purpose for the passengers, offering sponsorship opportunities for marketers. Source: Electrosonic.co.uk

The location of IEMS, the Antonio Villaraigosa Pavilion, offers over 60 premier dining and luxury retail and duty-free shops – including 22 local LA brands – and other amenities. The new dining and retail collection will phase-in as concessions transition from pre-security to post-security (landside to airside).

The terminal concessions manager – Westfield - and its partners are committed to an investment of USD79.8 million at the New TBIT. Westfield's retail collection attempts to blend many of the world's best known luxury designer brands with a distinctly Los Angeles flavour, and is joined by a USD25-million investment in the duty-free programme by DFS Group.

Ars Gratia Artis: artworks accompany the architecture

In keeping with a penchant at a number of primary-level US airports to satisfy the needs of culture-vulture travellers, three iconic, permanent public and free-to-view artworks are to be installed through 2014, in keeping with the City of Los Angeles' Public Percent-for-Art Programme, whereby one per cent of construction costs is designated for public art. This is art on a level that is scarcely found in European airports (with a few honourable exceptions) and to a higher level still than is often found in Asia.

Commissions include a hovering, 7,000-pound sculpture titled AirGarden to be located in the north light well; a suspended tapestry titled WovenWalk for the north and south sterile international arrival corridors leading to federal customs and immigration screening; and a sculpture titled Bell Tower to be suspended above a newly relocated federal passenger security screening area on the mezzanine level of the terminal.

New TBIT's initial USD1.5-billion cost remains on budget for construction, public art, architectural and engineering designs, permits, and other "soft" costs for the terminal facility itself.

Since the original design was completed, several individual projects estimated at a total of USD400 million and budgeted separately under the overall LAX Capital Improvements Program-Phase 1, have been shifted from other project budgets, and integrated into the New TBIT Project budget to ensure timely completion of the overall project.

These include: the IEMS, additional airline club lounge space, increased food-and-beverage concession areas, demolition of the existing north and south boarding gate concourses, and rebuilding the aircraft parking aprons (tarmac) and two taxi lanes (see also the table above). Total budget for the New TBIT Project is now USD1.9 billion. The LAX Capital Improvements Programme remains at the original USD4.1 billion budget. With the additional scope items, the overall New TBIT Project is expected to be completed in 2015.

Funding is from LAX operating revenues

No monies from the City's general fund are being used and LAWA is at pains to stress this...

The New TBIT Project cost is funded from LAX's operating revenues, capital improvement program funds, fees from airlines, passenger facility charges, and airport revenue bond proceeds. No monies from the City's general fund are being used and LAWA is at pains to stress this.

The new terminal is expected to help LAX retain its competitiveness as the premier US West Coast international gateway, especially to the Asia-Pacific region and the (new) LA

Mayor Eric Garcetti has stressed the benefits of "the first-class airport experience... (that both arriving and departing)...travellers expect from a world-class city like Los Angeles" and the knock-on effect on tourism, which is a critical segment of the economy.

LAWA's Executive Director Gina Marie Lindsey directed her comments on the need for passenger-friendly terminals and conveniences, and airplane-friendly taxiways and gates; all of which are 'must haves' as airports around the world compete for the economic vitality that world-class airports create. Latterly US airports in general have come under fire, from persons of influence within the country as well as outwith it, for their blandness, creaking infrastructure and lack of passenger-friendly features, including concessions. It could be argued that the NTBIT offers up a fresh benchmark for others to aspire to.

The new terminal has already won architectural design awards and is expected to become a new iconic structure for Los Angeles, joining the aforementioned historical LAX Theme Building and its parabolic arches.

The local economic benefits are expressed in terms of the 6,000 construction and concession-related jobs created and specifically that 90% of construction workers come from southern California, with 40% being residents of the City of Los Angeles and other communities near LAX. Some neighbourhoods close to LAX to the east count amongst the most deprived in the metropolitan community.

In terms of environmental sustainability, the project addresses Los Angeles World Airports' goal for a "greener" LAX...

In terms of environmental sustainability, the project addresses Los Angeles World Airports' goal for a "greener" LAX. In accordance with LAWA's Sustainable Design and Construction Guidelines released in 2007, the New TBIT Project optimises the use of recycled building materials, minimises the amount of energy used during construction, and optimises energy efficiency. The architecture and construction of the new facilities are designed to achieve a LEED (Leadership in Energy and Environmental Design) Silver certification from the US Green Building Council.

So with a state-of-the art terminal in situ and well into its second phase, how is LAX actually performing in a domestic aviation market which is witnessing improved financial results (as this report is written JetBlue reports operating profit up by 165% and Spirit Airlines' by 113% in 4Q2013) but at the cost of consolidation and slashed routes across the country? Despite a significant international segment LAX, like most US airports, remains reliant on its domestic traffic.

Actually, it is performing rather well.

LAX is the sixth busiest airport in the world and third in the United States, offering close to 700 daily flights to almost 100 domestic cities and over 900 weekly nonstop flights to 59 cities in 30 countries on 63 commercial air carriers. It also





ranks 14th in the world and fifth in the US in air cargo tonnage processed. In 2012, LAX served nearly 63.7 million passengers, processed over 1.9 million tons of air cargo valued at over USD86.9 billion, and handled 605,480 aircraft movements. Over 30 airlines at the existing Tom Bradley International Terminal handled 8.6 million international travellers in 2012, or 50% of LAX's overall 17 million international passengers.

An economic impact study in 2011 reported that operations at LAX generated economic output of more than USD39.7 billion. This activity added a much needed USD2.5 billion to local and state revenues.

Apart from Dubai, LAX was the fastest growing of the world's top 10 airports in 2013

But the more notable (and breaking) statistic this week is that in holding its sixth spot in the global rankings by passenger numbers in 2013, LAX saw the greatest percentage increase (+4.7%) except for the unstoppable machine from the future (a creature that Hollywood is very familiar with) that is Dubai International Airport.

While DXB is likely to overtake LAX in 2014 at current growth rates it seems equally likely that LAX will overtake Chicago's O'Hare Airport, thus taking second spot in the US behind Atlanta, the super-hub that remains well in front (but whose passenger total actually declined in 2013). This scenario will mimic the one that took place a couple of decades ago when Los Angeles established itself as the US' 'second city,' snatching that title from Chicago.

Is LAX winning the battle with San Francisco in the Pacific? There are several ways to measure that but if we take the number of Pacific routes operated by airlines at each airport as the benchmark (rather than city-pairs), including routes that will terminate or commence in 2014, LAX currently has the edge with 38 compared to SFO's 24.

LAX has a fairly equitable seat capacity split, of the kind that endears airports to credit rating agencies...

LAX has a fairly equitable seat capacity split, of the kind that endears airports to credit rating agencies, with 64% of seats allocated to four carriers, three of which are the leading consolidated giants (American, United and Delta), while the fourth is the world's leading LCC.

Los Angeles International Airport capacity seats per week (all carriers) (17-Feb-2014 to 23-Feb-2014)

At 10.9%, LAX's foreign airline seat share is, surprisingly perhaps, much greater than that of Chicago O'Hare (3.9%) and of Atlanta also (1.1%) but still some way behind that of New York JFK (19.9%).

There is no clear 'favourite region' in terms of international capacity although the Pacific-facing nature of LAX's location does permit Asia/Northeast Asia to sneak ahead on 29.7%.

Los Angeles International Airport international capacity by region, 17-Feb-2014 to 23-Feb-2014

Regional and commuter airlines have a minuscule profile at LAX (there are several other airports which can handle them), with almost 78% of seats allocated to full service carriers and 22% to LCCs.

Los Angeles International Airport capacity share by carrier type, 17-Feb-2014 to 23-Feb-2014

As with individual airlines there is equanimity between alliances at LAX as measured by seat availability, with Skyteam the least represented.

Los Angeles International Airport capacity, seat share by alliance, 17-Feb-2014 to 23-Feb-2014

Finally, with regard to the top 10 international routes operated, the Pacific influence is again evident as only two of them are in an eastbound direction.

Los Angeles International Airport top ten international routes by seats, 17-Feb-2014 to 23-Feb-2014

LAWA is not only LAX, but includes four other smaller airports

There are two other airports in the group: Van Nuys, in the San Fernando Valley to the north of the city, which operates as a general aviation facility, and Ontario International Airport, in San Bernardino County in the Inland Empire as it is known, a vast collection of often gated communities totalling around four million people, to the east of the metropolitan conurbation.

Contrary to popular misconception LAWLA has no control over the area's other airports, which include the Bob Hope Airport at Burbank, Long Beach Airport in an industrial blue collar section of the urban area, John Wayne Airport at Santa Ana and the Santa Monica Municipal Airport, another GA/reliever facility just six miles north of LAX.

Ontario Airport municipalities continue their bid for self determination

If there is one issue LAWLA would no doubt prefer to be speedily resolved it is that of LA/Ontario Airport, where for several years now local municipal and business interests have been attempting to wrest control of the facility from LAWLA on the charge that the airport has been inadequately marketed. Passenger traffic has fallen from seven million ppa to four million ppa in 2013 as routes were discarded and airlines pulled out, and there are even fears it could fall to unsustainable levels such as two million ppa or less.

The City of Ontario commenced a lawsuit against the City of Los Angeles in Feb-2013, having put it on hold the previous month while talks were held but they failed to resolve the issues. It appears the matter may now go to trial later this year.

LAWLA has gone on record in Feb-2014 to say that it is willing to consider a transfer of Ontario Airport to a "qualified entity representing the cities and counties in the service area of the airport". LAWLA will, however, only consider such a transfer in exchange for fair compensation for assets transferred and reasonable protections for airport workers, including City of Los Angeles employees.

It could be argued that an amicable split might be the best resolution for both parties. The city (3.7 million population) and county (9.8 million) are but a part of the huge metropolitan area, which counts 18.2 million people and there is plenty of room for a little extra airport competition with LAWLA left to focus on LAX's growing international ambitions and the GA/business flights at Van Nuys while a locally-controlled Ontario Airport can do what is best for the Inland Empire.

That is unlikely to include A380s or B747-8s. ONT's seat capacity is split roughly 66%:33% in favour of domestic LCCs and the only international routes are to Mexico.

Ontario Airport's little Metro of the Gold and the Green

But one complicating factor is the potential USD950 million connection of the LA Metro (urban rail) system's Gold Line to





Ontario Airport. A USD1.5 million environmental study to examine how to link the rail line to the airport commenced in Jan-2014.

LAX should have been on the Metro's Green Line, at least that the plan but budgetary restraint and objections from car park operators scuppered it. The long term master plan for LAX does call for an extension of the Green Line within the airport grounds, or on a proposed Crenshaw (suburb)/LAX Transit Corridor in conjunction with a people mover system that would avoid the need for a shuttle bus.

For now though passengers wishing to use passenger rail transport to LAX have to get off at the Aviation/LAX station some distance away and take a shuttle bus.

It does seem anomalous that in a city where a conscious effort has been made during the last decade or so to entice commuters away from their cars and on to what has now become quite a comprehensive urban rail system that none of the city-region's airports are directly accessible by that mode of transport.

## **Fesno Bee**

### **Endless fundraising benedicts Valley candidates in many ways**

By John Ellis

Fresno Democrat Henry T. Perea raised more than a half-million dollars last year and had almost \$835,000 in his campaign account as of Dec. 31. But it's unlikely he'll have much competition as he seeks a third Assembly term this year.

What's a politician to do?

There's plenty of options. He could use it for a future political run — should he make one — after he is termed out of the Assembly in 2016. Or he could donate it to charitable causes.

Another option is doling it out to his fellow Democrats. That's a move that wins friends and buys loyalty for whatever Perea might decide to do in the future.

Whatever the case, it is a prime example of the never-ending fundraising cycle in Sacramento. Republican or Democrat, Assembly or Senate, safe seat or competitive one, it's the same fundraising story.

"All these guys do it," said Tony Quinn, a longtime political analyst and former Republican legislative aide. "It's all over the state. They are constantly having fundraisers — even in safe seats. It's just a fetish with raising all this money."

For some central San Joaquin Valley legislators, having a hefty bank account is, by all accounts, necessary. There's every reason to believe Republican state Sens. Andy Vidak of Hanford and Anthony Cannella of Ceres may spend every cent they raise just to get re-elected.

Both represent districts where there are more registered Democrats than Republicans, and when the pundits look at competitive seats in the state, their names are always mentioned.

Other Valley legislators, however, are in what are often called "safe" seats. These legislators likely won't have to drain their campaign accounts to win re-election — though don't tell them that.

"I've never personally known a race where I didn't have a challenger," said Assembly Member Frank Bigelow, an O'Neals Republican. "I run as though I'm running behind. If it works out where I'm re-elected, that's great. That's the way I'm treating this one."

Still, Bigelow isn't expected to face a serious challenger this year as he seeks a second term.

Last year, Bigelow raised a little more than \$400,000, and had around \$235,000 cash on hand at the end of last year. Though he still has around \$50,000 to pay off a loan to himself from his 2012 campaign, he's expected to have some discretionary money this year.

It likely will go to help his fellow Republicans, he said.

"At the end of the day, I just see my place helping other Republicans get elected," Bigelow said. "Part of my position is to show the leadership of the position I'm elected to."

Already, he has chipped in more than \$15,000 to the Tulare County Republican Party.

He also contributed \$35,000 to the Republican Central Committee of San Luis Obispo County and \$2,000 to former Assembly Member Bonnie Garcia's 2014 state Senate campaign.

But with the state's new top-two primary — in which the top two vote-getters advance to the November general election, regardless of political party — Quinn said some legislators have grown more nervous.

Even if one party dominates a district in voter registration, the new primary election rules mean an incumbent could end up challenged by a candidate from within the party.

It's just another reason for raising more money, Quinn said. And it helps explain why so few incumbents are defeated.

They develop a fundraising infrastructure as part of their job, which is something a challenger almost always lacks, unless the challenger is independently wealthy.

And for those in safe seats, the extra cash given to other legislators might help down the road, should a politician seek a leadership position or committee chairmanship.

Asked about the possibility, Bigelow said: "If I present myself as a viable leader, then maybe this caucus will look at me in that light and have me as a leader. But my job now is to support (Assembly Republican Leader Connie Conway) and the current regime in getting the necessary things done. I'm letting my actions speak for who I am."

Another thing money can buy is endorsements down the road, should a legislator seek another office.

Quinn singled out state Sen. Mark DeSaulnier, a Concord Democrat who is seeking the congressional seat being vacated by Rep. George Miller.

DeSaulnier said he'd seek the seat just hours after Miller announced his retirement, and Quinn said DeSaulnier likely cut off competition from within his party by winning support from party leaders in the eastern Bay Area. Money helped win that support, Quinn said.





Last year as DeSaulnier entered his final four-year state Senate term, he contributed to the Senate campaigns of seven fellow Democrats. All won.

He also used his campaign account to give to a college trustee candidate and candidates for city council and mayor, as well as Democratic Party organizations and the Democratic State Central Committee of California.

"That's a good example of how the fundraising apparatus can be used to choke off any opposition," Quinn said.

Besides Perea and Bigelow, Republican Assembly Member Jim Patterson of Fresno and Republican state Sens. Jean Fuller and Tom Berryhill are also considered to be in safe seats.

Conway, R-Tulare, is termed out, and Assembly Member Rudy Salas, D-Bakersfield, represents a district that may or may not be competitive. It has been in the past.

Last year, Patterson gave the maximum contribution to Vidak — \$8,200, including \$4,100 for the primary and another \$4,100 for the general election. Patterson also donated \$2,000 to the Lincoln Club of Fresno County and \$10,000 to the California Republican Leadership Fund.

As for Perea, even as the Fresno Assembly member amassed his \$800,000-plus campaign bank account, he — like his colleagues from both parties — also managed to spread the wealth.

He contributed to Bakersfield Democrat Leticia Perez's unsuccessful state Senate run last year, which was won by Vidak. He gave to state Sen. Alex Padilla's Secretary of State campaign and fellow Assembly Member Bonnie Lowenthal's Long Beach mayoral campaign.

Perea also donated to Michael Eggman's congressional challenge of Turlock Republican Jeff Denham, and to Eric Garcetti's successful Los Angeles mayoral campaign. Closer to home, Perea gave \$500 to Daniel Parra, a candidate for the District 4 Fresno County supervisor's seat. He even made some civic donations — \$7,000 to San Joaquin Memorial High School, for instance.

The biggest contribution was \$34,000 and it went to the California Democratic Party.

It all could come back to help Perea should he seek another office after he's termed out of the Assembly in 2016.

"That's how it works," said Quinn, the political analyst.

## **SGTV**

### **Oil and natural gas production rising in United States**

By Stev Scauzillo

Though it is more science than art, steady increases in the production of natural gas, crude oil and alternative-energy have moved the United States into a kind of energy renaissance.

That is the view of experts in the energy field who are not looking at a picture of swirling impressionist images but rather business charts containing hard numbers and educated predictions depicting surges in North American energy supplies into the next several decades.

"If you look at the U.S. Energy Information Administration website ([www.eia.gov](http://www.eia.gov)) and look at energy production, there is a hockey stick laying on top of the graph," said Tupper Hull, spokesman with the Western States Petroleum Association. The increases are good news for American energy independence, experts say, but the economic and job growth are not hitting California's golden shores — at least not yet.

Growth in energy jobs have been clustered in Texas and North Dakota, Hull said. There, petroleum and natural gas deposits are unearthed using newer horizontal drilling techniques. Also, more creative instances of hydraulic fracturing using water and sometimes acid to loosen shale deposits have increased oil and natural gas production.

The energy boom in North Dakota has sent ripples throughout that state's economy. Fast-food restaurants are handing out signing bonuses to fill positions.

Total crude oil production in the United States in 2013 reached 7.5 million barrels per day, an increase of 1 million, according to the EIA website. The EIA predicts domestic crude production to grow year-over-year another 1 million barrels per day this year, and reach 9.3 million barrels per day in 2015. If indeed that were to happen, that would be the highest yearly level of crude oil production in the U.S. since 1972, according to the EIA's Short-Term Energy Outlook released Jan. 7.

Growth of crude oil production from the United States and Canada together for this year is predicted to account for 70 percent of all the supply growth not coming from an OPEC country.

The big energy companies have started a marketing campaign aimed at informing Americans that the days of being held ransom by countries with foreign oil are receding in the rear-view mirror.

For example, ExxonMobil's new television commercial asks: Where does the U.S. get the majority of its energy? The answer? The U.S. According to the ad and its companion website, the U.S. produced 83 percent of its energy in 2012 — oil, natural gas, coal and renewable energy.

ExxonMobil predicts the United States will become an energy exporter in the near future.

"All of that is enormously important. It has national security implications," Hull said. "We are vastly less susceptible to economic blackmail by countries with oil exports."

When the U.S. does import crude oil and natural gas, it gets it from Canada, Africa, Central America and the Persian Gulf countries.

The increase in the production of domestic natural gas and crude oil mostly misses California, Hull said. However, 2013 marked an important energy supply milestone for the Golden State.

"There has been a slight increase in production (of crude oil) in California. It reverses a trend that was going down steeply since the 1980s," Hull reported.

Today, California produces 550,000 barrels a day of oil. Some predict that could go to 700,000 barrels if the oil locked within the Monterey Shale is harvested. The shale formation stretches from Salinas to the Los Angeles Basin and could





contain as much as 15.1 billion barrels of oil.

But getting at this oil is far more difficult than getting the oil in Canada, North Dakota and Texas. New kinds of hydraulic fracturing, known as fracking, would need to be employed. This has raised strong objections from environmental groups who say fracking can contaminate the groundwater and cause earthquakes.

A 2014 law, S.B. 4, calls for oil and gas companies to report to the public where they are fracking and what chemicals they are using. Much of the early information can be found on the [thefracfocus.org](http://thefracfocus.org) website, which lists information for 62,887 wells in California where hydraulic fracturing is used.

"We now have the most stringent regulations on fracturing in the country, maybe the world," Hull said.

Giulia Good Stefani, project attorney for the Natural Resources Defense Council in Santa Monica, said before S.B. 4 was adopted, there was only haphazard tracking of fracking and acidization.

"It is fairly terrifying," she said. "What we know is based on voluntary reporting that this is happening."

As far as natural gas, Southern California Gas Co., a distributor of natural gas to homes, small and medium-sized businesses in 16 counties from San Luis Obispo to the Mexican border (except San Diego County) said it gets most of its supplies from out of state.

"We purchase most of our natural gas supplies from the Rocky Mountain area and the Four Corners area of the United States," said spokeswoman Denise King.

About 90 percent of natural gas supplied to Southern California Gas comes from New Mexico, west Texas, Oklahoma and the Rocky Mountains, according to data from Southern California Gas. Out-of-state natural gas supplies went from 2.6 billion cubic feet per day in 2008 to 2.7 billion cubic feet per day in 2012, according to the California Gas Report. California supplies are dropping, from 209 million in 2008 to 148 million in 2012.

Production of natural gas in the United States is predicted to soar. The EIA's "Annual Energy Outlook" released in May says consumption will grow from 24.4 trillion cubic feet in 2011 to 29.5 trillion cubic feet in 2040.

The natural gas industry has created 2.8 million jobs in the U.S., with nearly 100,000 jobs in California, King said.

Natural gas is replacing coal in power plants, the EIA report states. This cuts the amount of greenhouse gas emissions by 50 percent, according to Southern California Gas.

But many, including the group Environment California, want to see more solar energy, which produces zero greenhouse gases and is renewable.

They're asking Los Angeles Mayor Eric Garcetti to make good on a promise to derive 20 percent of the city's energy from solar power by 2020. Currently, about 2 percent comes from solar, said Emily Kirkland, clean energy associate with Environment California.

"We think he has an opportunity to make L.A. into a world solar leader," she said. "This is a giant moment to seize that opportunity."

## **Motley Fool**

### **Why California's Potential Cell Phone Kill Switch Law Is Pointless**

By Carolyn Heneghan

What's the first thing you would want to do if your smartphone was stolen? Chances are you'd want to do everything possible to make sure the robber could do nothing further with the phone. Now California legislators are pushing to require that all phones have a way for you to do just that in response to a hash of mobile thefts in the state.

In 2012, Los Angeles saw an increase of 12% in mobile device thefts. According to San Francisco District Attorney George Gascon, more than half of his city's reported robberies involve mobile device theft. The Federal Communications Commission reports that the theft of mobile devices now accounts for almost one-third of robberies in the United States, making it the No. 1 property crime in the country. According to Consumer Reports, approximately 1.6 million Americans had their smartphones stolen in 2012.

With these statistics in mind, California lawmakers are moving to pass legislation that would make it the first state to require that all mobile devices be sold with "kill switches," which would remotely render the device inoperable if stolen, beginning in 2015. Features of the software or hardware that will act as the kill switch include, according to the legislation, shutting down "the ability to use the device for voice communications and the ability to connect to the Internet, including the ability to access and use mobile software applications commonly known as 'apps.'"

Lawmakers have plenty to say on the matter. Los Angeles Mayor Eric Garcetti called the legislation "critical to reducing robberies." Gascon says, "The wireless industry must take action to end the victimization of its customers." And State Senator Mark Leno (D-San Francisco) says that a kill switch would eliminate the value of stolen devices on the black market.

This move is all well and good if legislators are purely looking out for the good of consumers—but could there be a business motive behind it as well?

The business ramifications of a kill switch

This legislation could have several potential impacts: an increase in consumer price, an effect on innovation and, of course, other unintended consequences, such as giving more power to burglars who know how to perform kill switches for their own nefarious purposes.

Moreover, you have to question the motives behind this legislation and whether mobile device manufacturers and wireless carriers have had a hand in its creation. First, consumers would have to pay more up front, and whatever the price for a kill switch, there's likely to be a markup. But a bigger revenue driver for businesses is all those "dead" phones. If consumers have to "kill" their devices instead of potentially locating them, they'll have to buy a new phone.





And the market for stolen devices could dry up, meaning people who might otherwise buy hot devices might no longer have that option.

As it turns out, increased mobile theft has become a very lucrative industry. According to the legislation, an estimated \$30 billion was spent replacing lost and stolen mobile devices in 2012. In addition, insurance sold to cover mobile device loss and theft created a \$7.8 billion industry in 2013.

A kill switch can financially go either way for wireless carriers, so you'll find some on either side of the legislation. Some carriers see the potential in having a way for consumers to potentially jump the gun and forgo their phone for a new one rather than seeking other methods to retrieve it. Other carriers argue that with the kill switch in place, fewer consumers would purchase insurance, which could cost carriers billions in revenue.

While for businesses this legislation's benefits may seem up in the air, for consumers, the benefits are even cloudier. Why the kill switch is pointless

All in all, the kill switch legislation is still a pointless ordeal. Many other safeguards are already in place for something that has more unintended consequences than have yet been realized. For example, according to the CTIA, a trade group for the wireless industry, hackers could potentially forge kill switch commands and effectively shut down mobile communication services for authorities, emergency responders, or other officials.

In spite of potential dangers, legislators claim that these kill switches will ultimately deter burglaries. But several mobile carriers already provide services that help to deter mobile device theft by providing the location of the phone—without any additional cost to the consumer. With Android Device Manager, you can connect your device to your Google (NASDAQ: GOOG ) account and track your phone remotely using Google Maps. On Apple (NASDAQ: AAPL ) devices, Find my iPhone also uses a GPS system to track the location of your lost or stolen phone, and it has been around for several years. Windows devices use a similar tool.

Other anti-mobile-theft tools include programs like Apple's Activation Lock on devices with iOS7, which requires a user's Apple ID and password before the device can be used or reactivated, as long as the feature is enabled after the device's purchase.

But the other problem is, if burglars are smart enough, they could potentially figure out how to access data storage to reverse the kill switch and bring the mobile device back to life anyway. With hackers as intelligent as they are today, it likely wouldn't be long before a code was developed to get around these kill switches, rendering the entire debacle a waste of time and money.

And while robberies are rampant, still the vast majority of consumers will never need a kill switch, yet they will be forced to pay for one. This just puts more money into the mobile device and wireless industries.

In short, while legislators may mean well, there are other factors at play that may render this legislation as useless as the phone a kill switch has shut down. We'll have to wait and see if this bill makes it through the California state legislature before 2015 and whether other states would follow suit.

The next step for you

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#### City Council:

**Councilman gives 103 year-old birthday present that screams 'LA'**

<http://www.latimes.com/local/la-me-0223-one-o-three-20140223,0,4131949.story#axzz2u71jA2mM>

#### **Education & Neighborhoods:**

**Los Angeles students compete in DWP's Science Bowl**

<http://www.latimes.com/local/lanow/la-me-ln-science-bowl-20140222,0,6581218.story#axzz2u71z5TzV>

**Team From Harvard Westlake Wins LADWP Annual Science Bowl Regionals**

<http://losangeles.cbslocal.com/2014/02/22/team-from-harvard-westlake-school-wins-ladwp-annual-science-bowl-regionals/>

**Westwood protest against Venezuelan government scheduled**

<http://www.latimes.com/local/lanow/la-me-ln-westwood-protest-against-venezuelan-government-scheduled-20140222,0,7711560.story>

**People Of Northeast Los Angeles: Ed Flynn**

<http://www.kcet.org/socal/departures/nela/portraits/people-of-northeast-los-angeles-ed-flynn.html>

#### Energy & Environment:

**The Backstory: CA Farmers Lose Their Water Source**





<http://www.myfoxla.com/story/24786507/california-farmers-brace-for-little-or-no-water>

#### **Public Safety:**

##### **4 injured, 1 critically in Harbor City shooting**

<http://www.dailynews.com/general-news/20140222/4-injured-1-critically-in-harbor-city-shooting>

<http://www.dailybreeze.com/general-news/20140222/4-injured-1-critically-in-harbor-city-shooting>

##### **Two juveniles shot, one fatally in East Los Angeles**

<http://www.dailynews.com/general-news/20140222/two-juveniles-shot-1-fatally-in-east-los-angeles>

##### **1 teen dead, 1 wounded in East Los Angeles shooting**

[http://abclocal.go.com/kabc/story?section=news/local/los\\_angeles&id=9442003](http://abclocal.go.com/kabc/story?section=news/local/los_angeles&id=9442003)

##### **East LA Shooting Leaves 1 Teen Dead, Another Wounded**

<http://ktla.com/2014/02/22/teen-shot-killed-in-east-la/>

##### **Juvenile arrested after shooting at undercover police in Lincoln Heights**

<http://www.dailynews.com/general-news/20140222/juvenile-arrested-after-shooting-at-undercover-police-in-lincoln-heights>

##### **Man struck, killed in Van Nuys after intentionally laying down in roadway**

<http://www.dailynews.com/general-news/20140222/man-struck-killed-in-van-nuys-after-intentionally-laying-down-in-roadway>

##### **Young father Struck By 2 Vehicles In Van Nuys, Dies At Scene**

<http://ktla.com/2014/02/22/teen-struck-by-two-vehicles-in-van-nuys-dies-at-scene/>

##### **Man who lay in street fatally struck by two cars in Van Nuys**

<http://www.latimes.com/local/lanow/la-me-ln-van-nuys-hit-and-run-20140222,0,2750227.story>

##### **Pedestrian Killed By Cars In Van Nuys Laid Himself On The Road Intentionally**

[http://laist.com/2014/02/22/pedestrian\\_killed\\_by\\_cars\\_in\\_van\\_nu.php](http://laist.com/2014/02/22/pedestrian_killed_by_cars_in_van_nu.php)

##### **Tenants could pay part of retrofitting under proposal**

<http://www.latimes.com/local/lanow/la-me-ln-la-councilman-asks-city-to-consider-passing-quake-retrofit-costs-to-tenants-20140221,0,7326077.story#axzz2u71z5TzV>

##### **Council To Consider Lifting Rent control For Those Landlords Who Retrofit**

<http://venice.patch.com/groups/politics-and-elections/p/council-to-consider-lifting-rent-control-for-landlords-who-retrofit>

##### **Earthquake Retrofitting Could Fall Completely On Tenants**

[http://laist.com/2014/02/22/earthquake\\_retrofitting\\_cost\\_could.php](http://laist.com/2014/02/22/earthquake_retrofitting_cost_could.php)

##### **World War II Purple Heart recipient dies in LA house fire**

<http://www.latimes.com/local/lanow/la-me-ln-purple-heart-recipient-dies-in-house-fire-20140222,0,3881245.story#axzz2u71z5TzV>

##### **Elderly Man Living In PackRat Conditions Dies In House Fire**

[http://laist.com/2014/02/22/elderly\\_man\\_living\\_in\\_pack\\_rat\\_cond.php](http://laist.com/2014/02/22/elderly_man_living_in_pack_rat_cond.php)

##### **89 Year Old Man Dies In Mt Washington House Fire**

<http://www.nbclosangeles.com/news/local/Mount-Washington-Fire-Human-Remains-Found-246676141.html>

##### **WW2 Veteran, 89, Killed In Mount Washinton House Fire**

<http://ktla.com/2014/02/22/elderly-mount-washington-man-killed-when-house-with-pack-rat-conditions-catches-fire>

##### **Dead body found inside Venice residence, police say**

<http://www.latimes.com/local/lanow/la-me-ln-venice-dead-body-20140222,0,7021636.story>

#### **Innovation, Technology & General Services:**

##### **Innovation culture adds fuel to Southland's economic comeback**

<http://www.dailynews.com/business/20140222/economy-innovation-culture-adds-fuel-to-southlands-economic-comeback>

#### **Transportation:**

##### **Collision avoidance system now running on three Metrolink routes**

<http://www.dailynews.com/general-news/20140222/collision-avoidance-system-now-running-on-3-metrolink-routes>



<http://www.dailybreeze.com/general-news/20140222/collision-avoidance-system-now-running-on-3-metrolink-routes>

**Los Angeles Area:**

**The next generation of sheriff's earn their badges**

<http://www.dailynews.com/government-and-politics/20140221/the-next-generation-of-sheriffs-deputies-earn-their-badges>

**NBC's Maria Shriver won't step down to support brother's campaign**

<http://www.latimes.com/local/lanow/la-me-ln-maria-shriver-supports-brothers-campaign-20140222,0,629862.story#axzz2u8TD3OCn>

**State of CA:**

**Fraud, bribery cases won't affect state elections much, analysts say**

<http://www.latimes.com/local/la-me-calderon-elections-20140223,0,1296941.story>



